Hamilton Field,
Hangar No. 9 and Air Corps Shop
(Air Force Shops, Facility No. 350)
Northwest end of Hangar Avenue
Novato
Marin County
California

HABS No. CA-2398-F

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PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Buildings Survey
National Park Service
Department of the Interior
San Francisco, California

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HISTORIC AMERICAN BUILDINGS SURVEY

HAMILTON FIELD
Hangar No. 9 and Air Corps Shop
(Air Corps Shops, Facility No. 350)

HABS No. CA-2398-F

Location: Hamilton Army Air Field
Novato, Marin County, California
Hangar No. 9 and Air Corps Shops
Facility No. 350 (northwest end of Hangar Avenue)

U.S.G.S.: Novato, CA. Quadrangle (7.5' series), 1954 (revised 1980)
Petaluma Point, CA Quadrangle (7.5' series), 1959 (revised 1980)
UTM Coordinates: Zone 10; A: 542100/4213620; B: 544720/4212220;
C: 542760/4210650; D: 541040/4212600

Present Owner: General Services Administration, Washington, D. C.

Present Occupant: Vacant

Present Use: Vacant

Statement of Significance:

Hamilton Field was constructed as a bombardment base and headquarters of the 1st Wing of the Air Force, one of only three wings in the nation. Conceived at a time when aviation was rapidly developing, the base was assigned the mission of defending the entire western United States, a role it maintained until 1940. Hamilton also played a significant role in national defense and training during World War II, when it served as one of the three major bases of the west coast wing of the Air Transport Command's Pacific Division and parent group of the Operational Training Unit Program, a role critical to the war effort in the Pacific. Hamilton represented a significant departure from accepted Army base architectural style and layout. The carefully planned landscaping that incorporated natural oak groves, knolls, and hills, the cohesive design of all buildings in a Spanish Eclectic style, and the conception of an Army base as a planned community were creative and daring innovations. In contrast to the careful planning evident in the original layout, the temporary buildings constructed during World War II seem to have been built wherever there was room, and project a feeling of the haste and frenzy that accompanied activities during the war.

This facility, finished in July of 1933, was the first of the air hangar facilities to be completed. This hangar was used for storage, maintenance, and repair of various aircraft. This building is an example of the application of an important architectural trend (Spanish Colonial Revival) adapted to reflect California's Mission heritage in a departure from traditional military architecture.

Refer to narrative (HABS No. CA-2398) for a comprehensive Statement of Significance for Hamilton Field.

PART I: HISTORICAL INFORMATION

A. Physical History:

1. Date of Erection: The contract for this building was awarded on September 13, 1932 and construction of Hangar No. 9 and the Air Corps shops was completed on July 31, 1933 (Hamilton Facility Cards 1933-1971).

2. Architect: Hamilton Field was designed under the guidance of Captain Howard B. Nurse, Construction Quartermaster. He was assisted by a corps of civilians headed by H. P. Spencer, Chief Architect, and F. W. Salfinger, Chief Engineer. Captain F. C. Petes and Lieutenant J. H. Veal of the Quartermaster's Corps were detailed to Marin County by the War Department to assist Nurse (*Novato Advance* May 28, 1932). Landscaping efforts were directed by C. C. Stevens, a local landscape engineer, using plantings chosen by Nurse and donated by Marin County citizens.

3. Original Owner: Hamilton Field is on land originally owned by private individuals and companies. In 1930, the California Packing Company sold 630 acres of land to Marin County to use to entice the Army to build on the site. An additional 161 acres were purchased from Dr. T. Peter and Julia Bodkin. These parcels were combined with other County-owned land, and in 1932 Marin County sold a 927-acre parcel of land to the Department of the Army for $1.00 for use by the Army Air Corps as an air field. In 1947 Hamilton Air Field was transferred to the newly-formed U. S. Air Force and renamed Hamilton Air Force Base. In 1974 the U. S. Congress declared the installation excess to military needs and closed the base (Maniery and et al. 1993). The Air Corps shops were transferred to the General Services Administration following base closure.

4. Builder, Contractor, Supplier: The hangar was built by Robert E. McKee Company of Los Angeles for a cost of $230,822.05.

5. Original Plans and Construction: Copies of Nurse's original plans for this building are filed at the National Archives, Pacific Division, San Bruno, California. The original ink on linen drawings were not located. Copies of later modifications were also found, although original pencil on vellum drawings are missing.

6. Alterations/Additions: There have been few modifications since construction. In 1943 during World War II the central section was enlarged with the addition of wood frame rooms attached to the sides of the central area. The hangar and shops were covered with camouflage paint during the war years. New floodlights and heating equipment were installed in 1961. Other changes include replacement of some interior lights, and construction of a concrete ramp at the pedestrian door. These have not affected the appearance of the building.

B. Historical Context:

Following World War I, the newly-formed Army Air Corps began planning facilities across the nation for defense purposes and for flight training and test operations. Early in 1929 the Army determined to establish an air field for a bombing squadron somewhere near San Francisco (*Marin Herald*, December 16, 1934; Thomason and Associates 1993). San Francisco was preferred because of its mid-coast location and protection offered by the coastal mountain range (Nurse 1934). The San Francisco Junior Chamber of Commerce immediately requested the cooperation of all Bay Area communities in procuring this air base for a region hard hit by the nationwide Depression (Bailey 1932; Ehat 1983).

In 1930 a lobbying committee, assembled by the "Marvelous Marin" countywide Chambers of Commerce and the Marin County Board of Supervisors, convinced County supervisors that free land would attract the Army base to Marin. When the promise of a sale of 630 ideal acres was secured from the California Packing Company, the committee presented their proposal to significant government officials and Army representatives (Bailey 1932; Ehat 1983). That year, President Hoover passed the Kahn bill, introduced by Marin Congresswoman Florence Kahn, to secure funds for construction of an air field at Marin Meadows north of San Rafael (Coady 1976; Wampler 1964:2). The Army named the base in honor of First Lieutenant Lloyd Andrews Hamilton, a World War I Air Corps aviation pilot from New York who had received the Distinguished Service Cross at Varssonaore, Belgium, for "Extraordinary Heroism in Action" (Chappell 1981:1; Coady 1976).

The Construction Quartermaster chosen for the project was Captain Howard B. Nurse, who was responsible for determining the style of the new base (*Pacific Servi*ce April 27, 1931:1). In the mid-1920s the Army moved away from traditional base construction toward a cohesive plan, fitting the architectural style to the climate and history of the area (Spencer 1935:13). Nurse advocated this approach and designed Hamilton as a small planned community, a "city within a city" (Nurse 1928), using a Spanish architectural style to obtain an "early California" feel.

The Army received the deed to the entire 927-acre parcel for the base on March 17, 1932, and construction began immediately (*Novato Advanc*e May 28, 1932). By June 4, 1932, the first contracts were out to bid (*San Rafael Independent* June 4, 1932). The Army committed over $1,400,000 for construction during these early phases, a sizeable amount given the national economy (Wampler 1964). Hamilton received in 1933, $3,698,302 of Public Works Administration money set aside for military bases (Coady 1976:249). By the end of 1933, the payroll on base had reached about $30,000 a week and close to 800 men were employed, many from the local area (Wampler 1964:9).

By August of 1934 the base was about 90 percent finished and fliers from the 316th and 367th observation squadrons were undergoing annual training at Hamilton (*San Francis*co

Call Bulletin August 3, 1934). The first major transfer of men to Hamilton occurred in early December 1934 when 518 officers and men of the 7th Bombardment Group from March Field shifted to Hamilton. With the arrival of the men and their families, Hamilton contained nearly 1,000 people and was ready for business (*San Rafael Independent* November 27, 1934). Major Tinker assumed command of the base with Captain Don Hutchins acting as his executive officer.

On December 31, 1934, the General Headquarters Air Force (GHQAF) was established within the Air Corps. The new air force had three wings that provided a mobile striking force capable of protecting the country from attack by sea. Hamilton was the headquarters of the 1st Wing, commanded by Brigadier General Henry H. "Hap" Arnold. All appropriate units on the west coast were assigned to the 1st Wing to provide Pacific Coast defenses (Wampler 1964:17).

The base was dedicated May 12, 1935. Thousands of people turned out for the ceremony to see California Governor Merriam turn over the base to the Army. At the ensuing ceremony, Brigadier General Arnold noted that "Hamilton Field stands today as the most modern and best equipped, up-to-date military air field in the United States" (Wampler 1964:20).

Throughout the remainder of the 1930s the 1st Wing operated out of Hamilton with little change. Growing tensions overseas resulted in a number of changes at the base in the late 1930s. First, the 31st Bombardment Squadron was transferred to Pearl Harbor, Hawaii, in 1938 to strengthen the defenses in the Pacific. In 1939, the 22nd Bombardment Squadron arrived at Hamilton as a replacement for the 31st. Their stay was short-lived, however, on account of the development of the B-17, a four-engine bomber plane for which the runway facilities at Hamilton were not adequate. The 1st Wing and its bombardment squadrons were transferred to a Utah base in September of 1940, representing the end of Hamilton as a bomber base (Maniery et al. 1993:21-22).

Following departure of the bombardment squadrons, the 10th Pursuit Wing was reassigned to Hamilton (Wampler 1964:20-21). The overall mission of the wing was to provide aircraft and crews for the defense of the west coast, and train transient airmen. The pursuit groups remained at Hamilton for two years, completing defense and training missions (Wampler 1964:22).

In March 1941, the Air Corps reorganized into four continental air forces. The Fourth Air Force took on responsibility for defense of the west coast. Hamilton was assigned to the Fourth Air Force and began to take on new responsibilities as a result (Wampler 1964:22).

At the outbreak of United States involvement in World War II, Hamilton was pursuing the work started by the 10th Wing: training. As the Air Corps expanded to meet war

demands, the need for training facilities increased. Hamilton became an important training facility, partially because of its proximity to the Pacific Ocean and the San Francisco Presidio. Hamilton also became the center of the interceptor pursuit and patrol system for the Pacific Coast (Wampler 1964:23).

Hamilton was designated the official point of departure for bombardment air units bound for the Pacific. This role lasted from early 1941 until December 1944. Crews heading out arrived at Hamilton and were housed, fed, and given last minute flight data. Base facilities were used to complete pre-flight inspections and conduct any necessary repairs or maintenance on arriving aircraft (Wampler 1964:26-27). After November 1943, Hamilton was also responsible for processing heavy bomber aircraft and crews for overseas combat. Additional training and outfitting of the B-24 combat crews and aircraft occurred at Hamilton (Wampler 1964:28).

Hamilton served as one of the three major bases of the Pacific Sector of the Air Corps Ferrying Command, later known as the Air Transport Command's (ATC's) Pacific Division. The mission of the ATC was to manage the dispatch and safe transport of Pacific-bound ferry and tactical aircraft in the vicinity of the war zones. ATC units provided transportation for freight and passengers traveling to the Pacific or returning to the States (ATC n.d.). Thousands of wounded men and prisoners of war returned to the States through Hamilton from June 1944 until well after the war ended in 1945 (Palmer 1993; Wampler 1964:30). One particular evacuation arrival of note was on February 24, 1945, when 68 American nurses liberated by MacArthur's forces from a Japanese prison camp in Manila arrived at Hamilton on their way to a cheering United States (Wampler 1964:34).

The end of the war brought about a reorganization at Hamilton. On June 19, 1946, the Fourth Air Force moved its headquarters from San Francisco Presidio back to Hamilton, and in 1947 the ATC reorganized as the United States Air Force. The Fourth Air Force remained at the base until 1960 (Wampler 1964:37).

This change in management was reflected in the change of the facility's name from Hamilton Field to Hamilton Air Force Base. By 1947 fighter squadrons were reassigned to Hamilton, and remained at the base until the early 1960s. The primary purpose of the base during this period was air defense and training, although Hamilton continued to provide support and facilities for other military groups, including the Tactical Air Command, Military Air Transport Command, and the U.S. Air Force Auditor General's Office (Wampler 1964:41-42). The base maintained a full complement of units during the 1950s and continued in its air defense and training mission. During the Korean conflict, the base continued to be used as a receiving facility for homecoming wounded (Wampler 1964:42-45).

After the Korean conflict the use of Hamilton was scaled down, although the Fourth Air Force and Air-Sea Rescue units were still in residence. As outside development escalated in

the mid to late 1960s, local residents raised concerns about noise levels and the possibility of air collisions over their neighborhoods (Wampler 1964:49). These concerns, combined with the diminished importance of the base in the overall air defense and training scheme, resulted in the excess of the base. The majority of Air Force property at Hamilton was excessed beginning in 1974, putting an end to the long air defense mission at the base (*San Rafael Independent Journal* April 29, 1983).

See Narrative Report for Hamilton Field (HABS No. CA-2398).

PART II: ARCHITECTURAL INFORMATION

A. General Statement:

1. Architectural Character: Nurse and his team of architects designed reinforced concrete buildings covered with white stucco and red tile roofs and other features such as arcades and ornamental door surrounds in a basic Spanish Colonial Revival style. This style was used by Captain Nurse at Randolph Field in Texas and by other Army architects at various bases (Fine and Remington 1972:48; Thomason and Associates 1993). Captain Nurse blended the standard Colonial Revival design with elements borrowed from Moorish, Spanish Churriguerresque, Mission, and Art Moderne styles, creating a unique Spanish Eclectic look.

Buildings in the industrial area are built of reinforced concrete on concrete piers and foundations; steel bars were used during construction in consideration of the seismic activity of the region. Even though industrial in function, these buildings have design elements consistent with the Spanish Eclectic theme of the base.

Some architectural elements reflect the military function of the base, including the use of the eagle and shield on the NCO barracks, the group headquarters building, and the fireplaces at the officers' club; the caduceus in the brackets supporting the hospital portico; and the Army five-pointed star on the hangars and other buildings.

2. Condition of fabric: Generally, the facility is in good condition. The World War II frame additions are dilapidated. In some places the roofs and floors are collapsing in these additions.

B. Description of Exterior:

1. Overall dimensions: Facility No. 350 consists of two one and one-half story rectangular masses connected by a shop bay in an H-shape. The front elevations of the almost identical structures consist of hangars with multiple sliding doors anchored with square concrete corner pillars. They have broad arched roofs with central round wooden

louvers and are separated by recessed shop bays with stepped parapet roofs. One-story rectilinear wings are present along the northeast and southwest elevations of each hangar block. The buildings measure 245 feet by 180 feet. Exterior wood frame additions have been made to the shop bays in several of the hangars, but they are otherwise in original condition and footprint.

2. Foundation: The foundations consist of composite piles with reinforced concrete beams. The floors consist of a seven-inch concrete slab over an eight-inch crushed stone or gravel fill base.

3. Walls: The walls are constructed of 12-inch square hollow blocks of terra cotta tile coated with cementitious stucco rendered with a smooth face. Exterior detailing on the hangar and shop consists of square corner pillars, labeled "Parachute towers" on the original plans, made of concrete 12 inches thick with recessed vertical panels of multi-light windows, circular louvers in each end of the hangar roof, and raised lettering bracketed with raised cast aluminum stars immediately above the hangar doors stating "HANGAR NO. 9" and "AIR CORPS SHOPS." The area above the doors to the roof line is stucco-covered gunnite. Exterior detailing on the shop bays consists of a concrete and stucco stepped parapet roofline with a series of six square pilasters at the corners and separating the windows and central entrance and gunnite trim.

4. Structural systems, framing: Structural support is provided by reinforced concrete columns and a girder system with concrete slab flooring spanning between concrete joists. Infill material is poured-in-place reinforced concrete. The hangar roof is a low arched riveted steel truss system with a wood built-up roof on top of the trusses.

5. Porches, stoops, balconies, bulkheads: A concrete ramp accesses the southeast pedestrian door.

6. Chimneys: Metal ventilators are located on the roofs and are described under ventilation.

7. Openings:

a. Doorways/doors: The main doors on the hangars are Morgan Hangar Doors, designed by D. Morgan and built by Allith Prouty, Danville, Illinois (or, in one notation, the Truscan Steel Co. of Youngstown, Ohio). They consist of seven metal panel doors beneath multi-lights which slide on metal tracks into each corner tower. Each door segment has three metal panels beneath nine sets of nine-light security windows. The doors are operated by a counter weight box in each tower with a hand chain wheel and measure a total of 120 feet wide by 28 feet high. Access doors to the wings are standard metal with four lights over a recessed

panel. The shop bays are accessed by central double steel doors with six lights, one on each side of a bay.

b. Windows/shutters: Fenestration on the side elevations of the hangars consists of continuous sets of 15-pane metal industrial sash windows. There are double rows of window sets on the southwest elevations and a single row on the northeast elevations. Window sash in the recessed panels of the corner towers is operated with a chain and pulley system. These towers have two sets of square windows, each with ten lights arranged vertically. The middle two lights are awning windows. The area between the two sets is concrete. Windows on the wings consist of 25- or 30-pane industrial metal sash; the three central lights in the center form an operable awning window. The bays have eight light sash windows, two on each side of the main entry doors. All of the windows in the buildings are security glass, frosted and embedded with wire mesh. The World War II infill additions have six 25-light steel sash windows, three on each side of the entry door.

8. Roof:

a. Shape/covering: The hangar roofs consist of broad, low arch truss systems covered with composition paper and aluminum coping. The roofs on the wings and central shop bays are flat and covered with composition paper. With the exception of the World War II period, the roofs have traditionally been painted in a large black and white check pattern. The World War II additions are shed roof covered with composition shingles.

b. Cornice/eaves: The gutter system consists of copper troughs leading to scuppers with an Art Deco design. Metal downspouts have cast concrete splash guards. The cornice on the hangars and wings is metal.

C. Description of Interior:

1. Floor Plans:

a. First Floor: Each hangar consists of a large open area with an adjoining wing of smaller rooms and connecting shop bays. A paint and spray shop was added to the southwest side of Hangar 9 in 1943 and contained a fan room (with furnace and blowers), spray booths, and an open area. In 1970 the first floor wings, shops, and bay contained offices, tool crib, egress shop, paint and spray shop, compressor room, plastic shop, storage, sheet metal and machine shops, Air Corps shop, pneudraulic shop, plating and welding shops, boiler, office machine repair shop, environmental systems shop, and two latrines.

2. Stairways: Wooden stairways and metal fire ladders are located in each corner tower and provide access to the repair platforms. An exterior wooden ladder leads to the top of a corner pillar on Hangar No. 9 and accesses floodlights.

3. Flooring: Subflooring for the buildings is seven-inch thick concrete slab, smooth finished on a gravel base. The floors in the hangars have metal covered expansion joints, with each floor divided into six sections. Coverings in the office and shop areas are eight-inch-square vinyl asphalt tile.

4. Wall/ceiling finish: Ceilings in the hangars are plaster over steel mesh. Walls in the hangars are smooth finish stucco tiles painted white above gray paint wainscoting; dangerous areas have been painted red. The walls in the shop areas are paint over the hollow tile structural walls. The upper portion of the walls were originally open and covered with wire mesh, most have been covered with modern sheet rock. Wings have plaster ceilings and walls.

5. Openings:

a. Doorways/doors: The interior rooms in the connecting bays are accessed by steel Dutch doors with wire mesh tops and solid steel doors, while the exterior doors are double steel with four lights over one recessed panel. Other interior doors consist of solid-core wood with five recessed panels. Replacement doors are hollow core wood.

b. Windows: Natural lighting is provide by exterior windows; there are no interior windows.

6. Decorative features/trim: No significant decorative trim was noted.

7. Hardware: Hardware on the primary entrance doors consists of a "Reading" lock set and handles. "Corbin" lock sets are located on the personnel doors set into the hangar doors. Hardware on the interior doors are "Yale" locks with standard circular escutcheons and circular knobs, as well as standard lock sets with rectangular escutcheons and circular knobs. Hinges are half-mortised.

8. Mechanical equipment:

a. Heating, air conditioning, ventilation: The heater room was added in 1960 and contains electric equipment including a Type U-H "Unitherm" manufactured by the Clarage Fan Company of Kalamazoo, Michigan, a motorized Valve Lug made by Minneapolis-Honeywell Regulator Company, and a "Cuttler/Hammer Motor Control" Square D Electrical equipment, and a Honeywell Brown electric furnace. On each end of the shop are two large air conditioner/blowers made by Clarage Fan

Company. Supply and return lines lead out from these units through the building. Large ducts vent the system. An electric thermostat control "Lindberg Control/MicroMax" is located with the electrical panel in the shops. Bathrooms are heated by wall-mounted gas heaters (one in each latrine) made by Pacific Company.

b. Ventilation: The hangar and main shop are vented by 36-inch capped vents in the roof. The central section of the "H" has a 20-inch capped vent in the roof. Three capped 16-inch-diameter ventilators are on each wing. The shop wing has additional square ventilators and exhaust ducts in the roof. Circular louvers over the main hangar doors are metal, made of 3-foot 9-inch long rods and have screens behind the rods. The paint and spray shop has large wood louvers and four large pipe vents.

c. Lighting: Original lighting fixtures in the hangars have a metal canopy and are suspended on a pole from the ceiling. Replacement fixtures include search lights and red signal lights mounted on a pole and located on the corner towers and the top of the roof arch. In addition, gimballed flood lights are located on the northeast elevations of the hangars. Replacement interior fixtures include suspended double tube florescent lights in the shop areas. The fan room has two two-tube fluorescent suspended lights. The heater room is lit by a single exposed bulb with a porcelain canopy mounted on the ceiling. An extensive electrical panel is located in the shops and includes a "Delta Star" transformer with a 440-volt box, four 220-volt safety switches, and one 220-volt panel. Wiring is through exposed conduit.

d. Plumbing: A circular cast-iron enameled floor-mounted sink, measuring six feet in diameter, is found in the shop area of Building 350. They have eight faucets and four soap dispensers and are plumbed from the ceiling. In addition to the hand faucets, two insulated valve faucets are present. Plumbing in the central latrine includes four "Standard" flush-valve urinals with extension flanges and six flush-valve toilets made by Trenton Pottery Company. There are no sinks, but the large circular sink is adjacent to the entry door. Chromium toilet paper holders, original to the building, are present.

e. Miscellaneous: Counter-weight and pulley systems are located in the corner towers of each building and operate the Morgan hangar doors. Monorail systems, operated by a cable and pulley, are located in the upper elevations of each side of the hangars and operate a movable personnel platform which provided access to the top of the airplanes for repair purposes.

D. Site:

1. General site orientation: The primary facades of the hangars face northwest and southeast. They are located in the original Spanish Colonial Revival district of Hamilton Army Airfield, on a flat site surrounded by rolling hills, and are aligned in a row immediately adjacent to the asphalt flight field.

2. Historic landscape design: Captain Nurse's overall plan for base design included thoughtful use of rock walls, terracing, and plantings to create a visual effect that was continued, in a more limited fashion, during World War II. Rock terracing throughout the original base served to simultaneously separate individual residences while visually uniting various sections of the base into an overall city-like plan. They were built as part of the final phase of original post construction in 1935 (Hamilton Official Photographs 1934-1935). Foundation and accent plantings, tree-lined streets, and retention of natural oak groves and rolling hills complement the rock work.

As originally designed, the hangars were surrounded by areas of lawn; most of these have been covered with asphalt. Foundation shrubbery is present along the side elevations of the hangars.

PART III. SOURCES OF INFORMATION

A. Architectural Drawings:

See narrative for Hamilton Field (HABS No. CA-2398). Copies of the original plans for Hangar No. 9 and the Air Corps Shops are on file at the National Archives, Pacific Division, San Bruno, CA.

B. Historic Maps and Views:

See narrative for Hamilton Field (HABS No. CA-2398). Historical photographs of the facility are on file at the Novato History Museum, Novato, CA.

C. Interviews:

See narrative for Hamilton Field (HABS No. CA-2398).

D. Bibliography:

See narrative for Hamilton Field (HABS No. CA-2398).

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E. Likely Sources Not Yet Investigated:

See narrative for Hamilton Field (HABS No. CA-2398).

F. Supplemental Material:

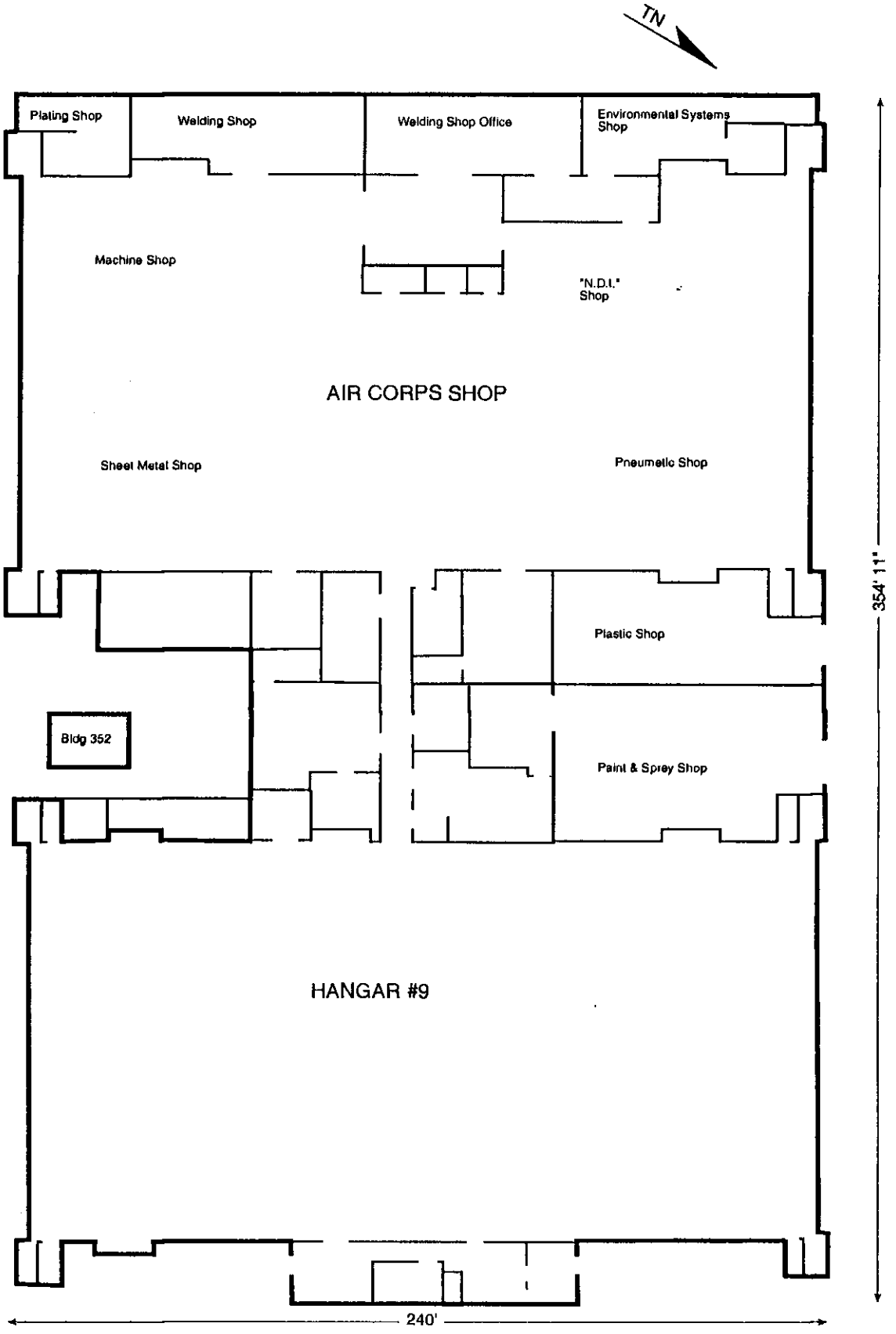
See also the project Field Record, roll 23, exposures 4-6. Representative floor plans of the hangar and shop are attached. The line drawn sketches were drafted on site in 1994 by Keith Syda, scanned into a computer and drawn by Christopher MacDonald in 1995, and corrected and finalized by Claire Warshaw in 1996 (all PAR Environmental Services, Inc. staff).

PART IV. PROJECT INFORMATION

Hamilton Army Air Field is owned by various federal entities including the Department of the Navy, Department of the Army, United States Coast Guard, and General Services Administration. The Army/GSA parcels are being excessed and sold to private developers. The Navy property is included in Base Closure and Realignment Actions.

As part of the Army's undertaking, it has been determined in consultation with the California Office of Historic Preservation (OHP) that the excess sale will have an affect on properties at the air field, and that these properties are components of a district that is eligible for inclusion in the National Register of Historic Places. Based on consultation with the OHP and the Advisory Council on Historic Preservation, pursuant to 36 CFR part 800, regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f), a Memorandum of Agreement (MOA) was entered into by the interested parties in March 1994. The agreement stipulated that prior to excess sale the Army must contact the HABS/HAER division at the Western Regional Office of the National Park Service, San Francisco, California, to determine the appropriate level and kind of recordation for the subject properties. The MOA further stipulated that copies of the documentation be made available to the OHP and appropriate local archives designated by the OHP. This recordation has been prepared in order to meet those stipulations.

The title page, Part I, and Part III were prepared by Mary L. Maniery, Historian, PAR Environmental Services, Sacramento. Architectural descriptions in Part II were compiled by Judith Marvin, Historian/Architectural Historian, Foothill Resources, Murphys, California. Descriptions were checked against photographs and plans by Mary L. Maniery and were embellished and corrected, as necessary. Information on historic landscape design was extracted by Mary L. Maniery from a report prepared by Dr. Fred Hrusa, Botanist, PAR Environmental Services. Floor plans were drafted by Keith Syda, were drawn by Christopher MacDonald, and corrected by Claire Warshaw; all with PAR Environmental Services. Photography was prepared by David DeVries, Mesa Technical, Berkeley, California.


TN
Plating Shop
Welding Shop
Welding Shop Office
Environmental Systems Shop
Machine Shop
"N.D.I." Shop
AIR CORPS SHOP
Sheet Metal Shop
Pneumatic Shop
Plastic Shop
Bldg 352
Paint & Sprey Shop
HANGAR #9
354' 11"
240'